

Chapter 4

Implementation

Projects that support bicycle travel occur on a continuous basis in Louisville, and involve a vast array of public agencies and private entities, including developers and property owners who initiate projects that impact the public right-of-way. The policies and design standards that are established and/or recommended in this Master Plan will ensure that activities of these different partners will positively impact bicycling in Louisville.

This Master Plan provides a method for coordinating among the different entities that implement bicycle projects and programs. Metro Public Works, (MPW) will primarily be responsible for this continued coordination, and for implementing the recommendations identified in Chapter 3. Therefore, this chapter describes a timeline for implementation and performance measures that will be used by MPW moving forward.

Bicyclists want access to the same destinations as motorists. With this in mind, a preliminary bicycle network was developed along the existing roadway system that considered the following:

- 🚲 Accessibility – It was desired that all Metro residents would be able to access the network by traveling less than 10 minutes from their doorstep. This is equivalent to a distance of one mile if traveling at an easy speed of 12 mph by bicycle.
- 🚲 Directness – The network should provide a reasonably straight connection to major destinations.
- 🚲 Safety – Where a choice existed, routes were chosen on lower volume, lower speed corridors. A speed-volume index (SVI) was developed and utilized to assist in corridor selection. Attempts were made to avoid freeway interchanges with “free-flow” ramps (ramps that do not require the motorist to stop entering an on-ramp or at the bottom of the off-ramp. Additionally, intersections of principal arterials were also avoided.
- 🚲 Access to Destinations – Priority destinations were identified, including: the Louisville Loop, Metro parks, and other recreational facilities; the Central business district; shopping; schools and universities; and employment centers.
- 🚲 Favored routes – Known routes utilized by the Louisville Bicycle Club for club rides were incorporated into the network.

To determine how the implementation of such facilities should occur, a prioritization procedure has been carried out for the bicycle study network. The bicycle study network is a system of roads and paths identified as the primary network for bicycles; it was developed in part through input received at the 2005 and 2009 Bicycle Summits. The prioritization procedure is based on an estimation of demand (Latent Demand Method) for bicycles on these network segments as well as the recommended Bicycle facility type.

Latent Demand Method:

The Latent Demand Method predicts relative potential non-motorized trips based on characteristics of trip origins and destinations and their relative proximity and concentration/dispersion. While the way the method predicts potential bicycle and pedestrian travel is the same, in the interest of clarity the following description presents only the bicycle mode (appendix I).

Prioritization (Benefit-Cost Index):

The higher priority / higher cost facility determination process was conducted for approximately 245 segments. From these 245 segments a list of 21 five mile segments was aggregated based on the creation of logical segments of a somewhat uniform length, while the subsequent analysis/prioritization is what was based on the benefit-cost index. As Louisville metro is interested in bicycle projects in areas of high travel demand for the least cost, a straightforward benefit-cost index has been implemented to prioritize potential projects. This index, which is contained in the separately available prioritization list, divides the predicted post-construction number of facility users (as calculated using the latent demand procedure) by the estimated total project cost. Those segments with high benefit-cost indices would serve a relatively high number of bicyclists at a low cost to the implementing jurisdiction. Construction of these projects within the first several years following plan adoption will allow for increased momentum for many of the remaining prioritized projects (appendix L).

From this overall study network, Louisville Metro Government staff aggregated numerous shorter segments located along key bicycle transportation corridors into a primary study network of 21 corridors. These corridors form the basis for the facility improvement prioritization.



Louisville Metro Bike Master Plan: Latent Demand

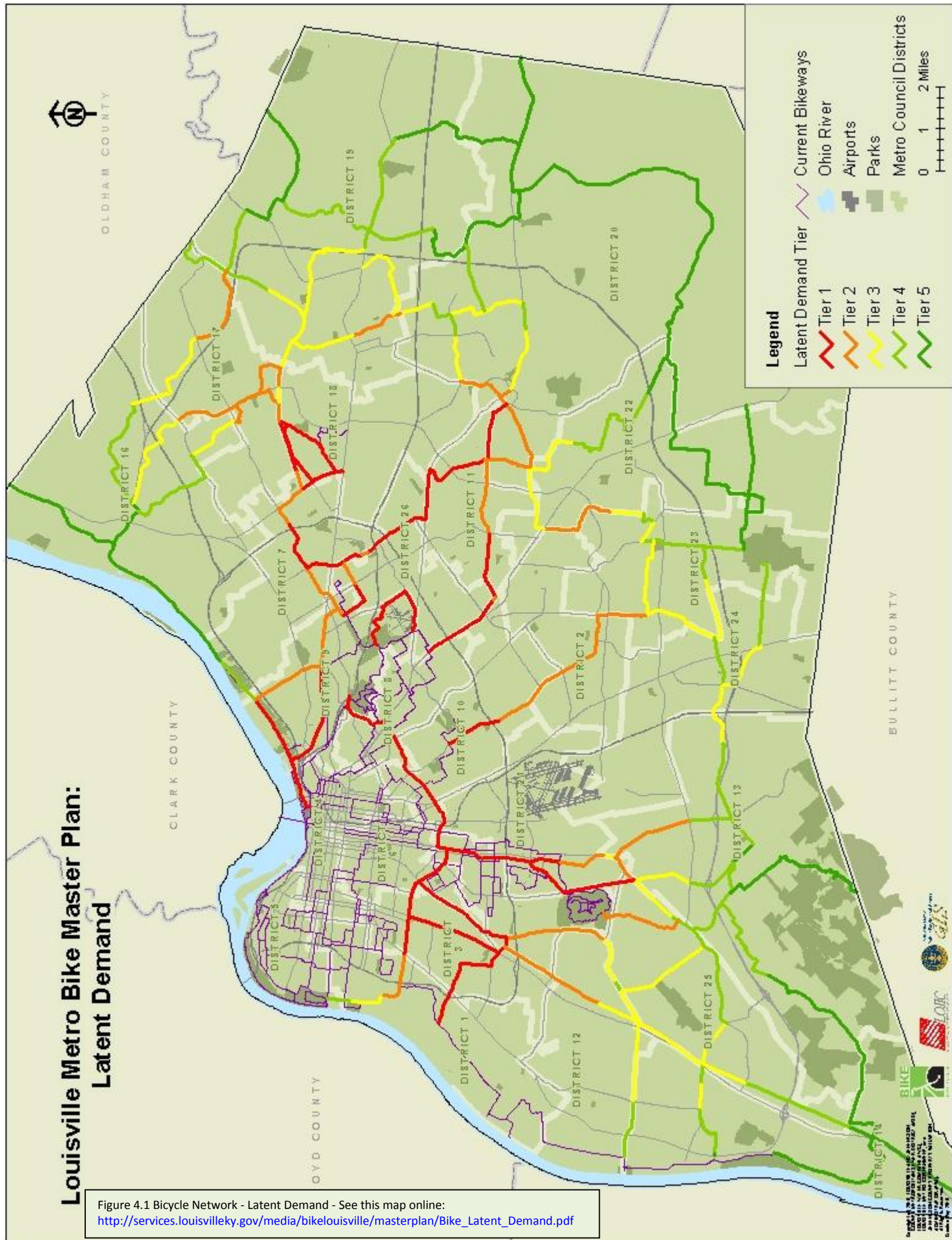


Figure 4.1 Bicycle Network - Latent Demand - See this map online:

http://services.louisvilleky.gov/media/bikelouisville/masterplan/Bike_Latent_Demand.pdf

Table 4.1 Twenty-one high cost projects in rank of priority							
Priority	Sum_Length	Sum_Cost	Sum_Users	BCI	Predominant Facility	Codes	Districts
1	6.56	\$253,946	3367	13.26	Restripe for Bike Lanes	none	2/10/23
2	5.1	\$197,472	1950	9.87	Restripe for Bike Lanes	1	10/11/26
3	3.70	\$408,902	3889	9.51	Restripe for Bike Lanes	3	8/10/11/26
4	5.19	\$356,559	1825	5.12	Restripe for Bike Lanes	2/5	13/21
5	6.61	\$2,016,194	4864	2.41	Restripe for Bike Lanes	2/3/4	7/9
6	4.47	\$620,591	1466	2.36	Restripe for Bike Lanes	2/3	11/20
7	5.38	\$2,677,766	6117	2.28	Restripe for Bike Lanes	6	3/12/15
8	5.70	\$1,462,973	2872	1.96	Road Diet	4/7	1/3/5/6/15
9	2.81	\$440,335	810	1.84	Restripe for Bike Lanes	7	20
10	4.92	\$3,122,508	5532	1.77	Restripe for Bike Lanes	4/5	8/9/10/15
11	7.37	\$1,288,509	2254	1.75	Restripe for Bike Lanes	3	6/15/25
12	4.90	\$1,627,154	2598	1.60	Add 5-ft Paved Shoulders	1/5/7	7/17/19
13	5.19	\$5,067,546	7507	1.48	Construct Shared Use Path	none	12/25
14	2.32	\$309,225	440	1.42	Add 5-ft Paved Shoulders	1	20/22
15	6.02	\$1,939,998	2654	1.37	Construct Sidepath	1/3	7/11/26
16	4.47	\$1,550,645	1011	0.65	Add 5-ft Paved Shoulders	1/7	17/19
17	6.79	\$1,097,147	625	0.57	Add 5-ft Paved Shoulders	1	4/7/9/16
18	3.94	\$581,516	298	0.51	Add 5-ft Paved Shoulders	1	16
19	7.49	\$6,182,695	2562	0.41	Construct Bike Lanes	1/5	13/15/21/25
20	7.36	\$2,222,455	887	0.40	Add 5-ft Paved Shoulders	1/7	16/17
21	7.63	\$3,075,153	270	0.09	Detail Corridor Study Needed	1/3	16/17
22	4.39	\$1,570,514	64	0.04	Add 5-ft Paved Shoulders	1/7	16
Totals	118	\$38,069,802	53862				

Facility Codes:

1 = Restripe for Bike Lanes

2 = Road Diet

3 = Add 5-ft Paved Shoulders

4 = Construct Bike Lanes

5 = Construct Side path (Shared Use Path Adjacent to the Roadway)

6 = Construct Shared Use Path

7 = Detailed Corridor Study Needed

Louisville Metro Bike Master Plan: On-Road Bike Facility Prioritization

Figure 4.2 Future Bike Facilities- High Cost Projects

See this map online:

http://services.louisvilleky.gov/media/bikelouisville/masterplan/Future_Bike_Facility_highcost.pdf

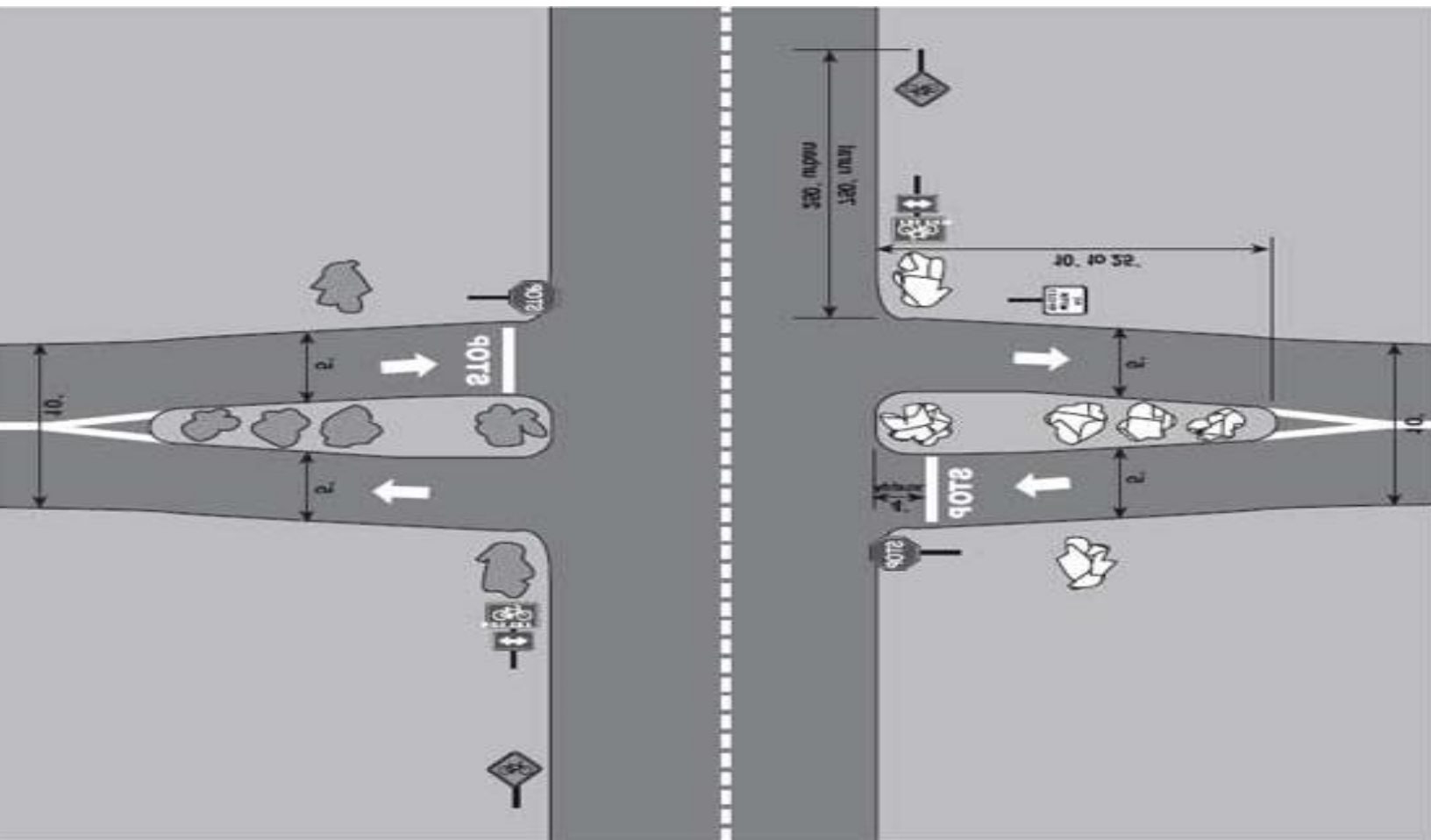
- Legend**
- Long Term Capital Project Prioritization:**
- 1
 - 2
 - 3
 - 4
- Other Analyzed Segments**
- Current Bikeways
 - Interstates
 - Major & Minor Arterial Roads
 - Ohio River
 - Airports
 - Parks
 - Jefferson County Boundary
 - Surrounding County Boundaries
 - Metro Council Districts



Shared-use paths provide bicycle connections along corridors poorly served by streets. They link bicycle trip origins to destinations along continuous greenbelts near rivers or other natural areas, where appropriate, or in abandoned or active railroad right-of-ways. Shared-use paths can be shared with bicycles, pedestrians and other non-motorized users, but should provide physical separation of each activity when practical.



The Louisville Loop makes up the majority of Louisville's shared-use trail system (Figure 4.3). The Louisville Loop provides a network of high-quality multi-use facilities, many of which are on separated rights-of-way from motorized traffic. A map of the Louisville Loop is included in the existing conditions report (Figure 4.3). Louisville should complete the multi-use trail, as it includes a number of components of the Bicycle Facility Network. Shared-use paths were specifically excluded from the evaluation of facilities along the existing roadway system. These type facilities are best when placed within their own right-of-way and not along roadways.



OLDHAM COUNTY

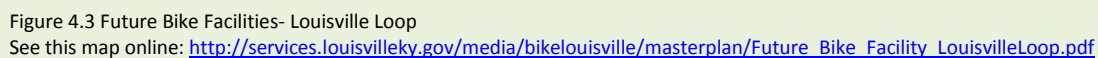
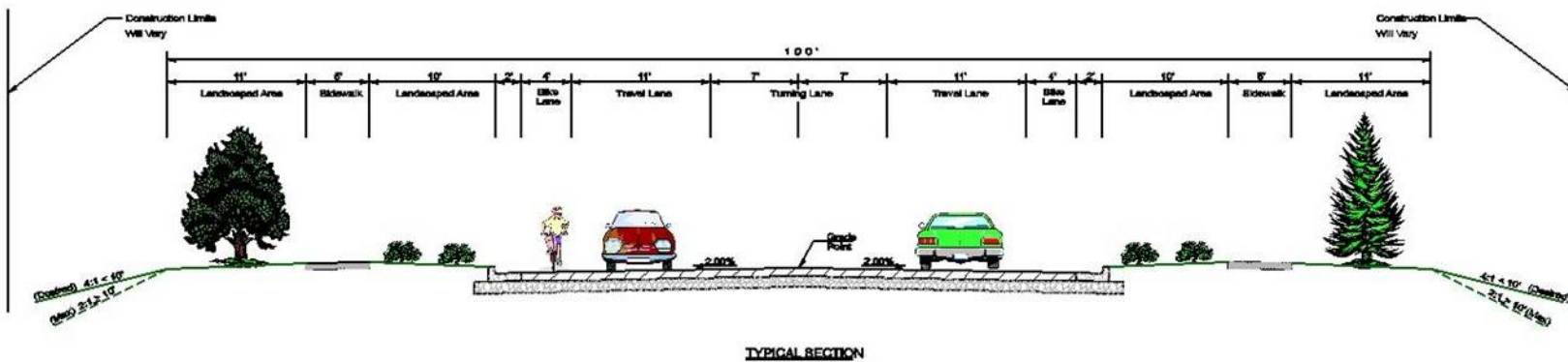
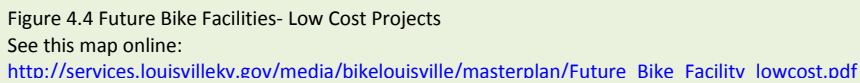


Figure 4.4 is a map of Louisville's downtown proposed bicycle network. The blue highlighted road segments have a width of 42' and therefore wide enough for lower cost bicycle facilities. Understanding the current road widths, crash statistics and the traffic directionality helps determine which roads are higher priorities for accommodating bicycle facilities (Table 4.2). Priorities are based on the following categories:

- 🚲 Roads that will be converted from one-way to two-way.
- 🚲 Roads which are 42' and are the easiest to integrate bicycle facilities
- 🚲 Roads which are greater than 42' and will need special design considerations to integrate bicycle facilities
- 🚲 Roads which are less than 42' and are more difficult to integrate bicycle facilities

Table 4.2: Lower Cost / Higher Priority Projects			
Predominate Facility Recommendation	Council Districts	Length (mi)	Estimated Cost
Wayfinding Signage	1/3/4/5/6/8/9/10/15/21	56.8	\$ 23,000.00
Road Diet/Proposed-facility	1/3/4/5/6/8/9/10/15/21	26.4	\$ 1,022,208.00
Total		83.2	\$ 1,045,208.00





The following facility types were not considered in this evaluation: off road soft trails, signed bicycle routes, shared-use paths and cycle tracks. Signed bike routes are typically placed on low volume, low speed corridors and are preferred by bicyclists as they are and do not need improvement for the comfort of the user. The bicycle system network is an extension of existing facilities along Metro “through-roads” and state highways. Traffic volumes and/or speeds are above what is considered comfortable for the novice cyclist and further improvement is required.

During implementation, consideration of the use of a shared-use trail adjacent to a roadway may be considered. Consideration of use of shared-use paths will be considered where there are infrequent crossings, such as a alongside an interstate or across a long bridge; or where the section of adjacent path is relatively short with few driveways and intersections.

The projects that are recommended in this chapter will require additional evaluation during the implementation process to determine if there are other factors that may either help or hinder their development. Additional traffic analysis will be needed in some cases to determine the optimum design for specific locations. Like other Metro projects, public involvement has been and will continue to be an important part of the design, implementation and evaluation process. Additional projects may be added to the map after future detailed analysis, to require different or more costly improvements and, therefore, may become longer-term projects.

Bike Master Plan Implementation Actions

Numbering System	Objectives and associated strategies	IMPLEMENTATION LEAD	PARTNERS	ACTION MILESTONES FOR COMPLETION BY END OF			PRIMARY ACTION	ASSOCIATED ACTION TYPE	ASSOCIATED E-Team
				2012	2015	2030			
	Projects								
1.1	Complete the Louisville Loop			\$2,500,000	7,500,000	37,500,000	Capital Investment		
a	Create a list of projects with a defensible, data-driven prioritization process that incorporates current and future demand, socio-economic measures, and land use in order to make the most of limited funds and to ensure that improvements best meet needs.	Parks	LMPW, MSD, U.S. Corps of Engineer, Economic Development, Southwest Dream Team, Office of the Mayor PDS, KIPDA						Engineering
b	Ensure the loop corridor is maintained at the highest standards for safe public use, connectivity, recreation, and transportation. Ensure stewardship of the corridor that enhances the physical and natural landscape.	Parks	LMPW, MSD, U.S. Corps of Engineer,						Engineering
c	Coordinate right-of-way improvements adjacent to parks and the Louisville Loop to facilitate bicycle access to and from parks and to benefit the larger bicycle network. If the pathway/sidewalk must	Parks	LMPW, MSD, U.S. Corps of Engineer,						Engineering

Bike Master Plan Implementation Actions

Numbering System	Objectives and associated strategies	IMPLEMENTATION LEAD	PARTNERS	ACTION MILESTONES FOR COMPLETION BY END OF			PRIMARY ACTION	ASSOCIATED ACTION TYPE	ASSOCIATED E-Team
				2012	2015	2030			
	go on Parks' property, its primary purpose should be to provide access to/from the park.								
d	Leverage investments across funding programs and with a broad range of partners	Parks							Evaluation
1.2	Implement higher cost / high priority improvements using the prioritization criteria set forth in the Bike Master Plan			\$2,500,000	7,500,000	37,500,000	Capital Investment		
a	Expand the bicycle system network with a defensible, data-driven prioritization process that incorporates cyclist demand, socio-economic measures, and land use in order to make the most of limited funds and to ensure that improvements best meet needs.	LMPW, KIPDA		Refer to table 1 for list of high priority improvements and associated costs	Refer to table 1 for list of high priority improvements and associated costs	Refer to table 1 for list of high priority improvements and associated costs		Capital Investment	Engineering
1.3	Implement Lower cost / high priority improvements in the urban center using the prioritization criteria set forth in the Bike Master Plan			\$500,000	1,000,000	\$5,000,000			

Bike Master Plan Implementation Actions

Numbering System	Objectives and associated strategies	IMPLEMENTATION LEAD	PARTNERS	ACTION MILESTONES FOR COMPLETION BY END OF			PRIMARY ACTION	ASSOCIATED ACTION TYPE	ASSOCIATED E-Team
				2012	2015	2030			
a	Evaluate projects with a defensible, data-driven prioritization process that incorporates cyclist demand, socio-economic measures, and land use in order to make the most of limited funds and to ensure that improvements best meet needs.	LMPW, KIPDA	BL	PW's will use prioritization criteria for use in project selection, including CIP prioritization	PW's will use prioritization criteria for use in project selection, including CIP prioritization	PW's will use prioritization criteria for use in project selection, including CIP prioritization		Policy	Evaluation
b	Combine portions of the Bike Master Plan infrastructure list into corridor projects for inclusion in LMPW's Capital Improvement Projects list.	LMPW, KIPDA		Corridor project list submitted to PW's	Corridor project list submitted to PW's	Corridor project list submitted to PW's		Capital Investment	Engineering
c	Incorporate safe and direct connectivity for bicycles into school zones by developing minimum standards for safe and direct connectivity for bicycles.	LMPW, KIPDA	JSCP and other private schools	Identify and evaluate existing school locations and set priorities for retrofits that meet standards	Use hazard bussing requests to identify priority locations for bicycle improvements. Include the specific locations in the inventory and assessment. Incorporate minimum standards into school zoning standards	Evaluate and up date school zone standards		Capital Investment	Engineering
d	Coordinate right-of-way improvements adjacent to parks and the	Parks, LMPW	KIPDA	Identify and evaluate existing right-of-way	Develop policy for public access to and along Parks'	Update policy		Policy	Evaluation

Bike Master Plan Implementation Actions

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				2012	2015	2030			
	Louisville Loop to facilitate bicycle access to and from parks and to benefit the larger bicycle network. If the pathway/sidewalk must go on Parks' property, its primary purpose should be to provide access to/from the park.			improvements adjacent to parks and the Louisville Loop	properties.				
e	Accommodate and improve bicycle access to and across bridges, railroads, state highways and through interchanges.	LMPW, KIPDA	KYTC, Railroads	1. Review existing design guidance on railroad crossings (e.g., where to install gates, lights, and required bicycle clearance times) and work with partner agencies to improve bicycle access. 2. Identify desired bike lane width minimums over bridges and overpasses. 3. Update design standards as needed and seek funds to implement improvements.	Update Complete Streets and other relevant standards. Seek funds and implement projects	Seek funds and implement projects		Program	Engineering
f	Provide bicycle access across arterial streets and state routes that divide high demand	LMPW, KIPDA	KYTC	Work with KYTC to develop an agency agreement/	Implement projects	Evaluate and modify agreement as needed		Program	Engineering

Bike Master Plan Implementation Actions

Numbering System	Objectives and associated strategies	IMPLEMENTATION LEAD	PARTNERS	ACTION MILESTONES FOR COMPLETION BY END OF			PRIMARY ACTION	ASSOCIATED ACTION TYPE	ASSOCIATED E-Team
				2012	2015	2030			
	bicycle areas. Prioritize projects for improvement using the Bike Master Plan criteria. Implement through corridor projects and with other available resources. Seek grant funding as needed.			partnership about handling state routes in urbanized areas					
g	Review all design standards related to bicycle overpasses/bridges, underpasses, and stairway improvements and retrofits. Revise as needed to support safe bicycle passage. Address the following: acceptable slopes and grades to meet or exceed Public Rights-of-Way Accessibility Guidelines and design elements such as lighting, landscaping, public art, and street furniture that help to mitigate the impacts of the grade separation and improve personal security.	LMPW, KIPDA	KYTC	Review Standard Plans, and Bridge and Stairway Retrofit guidelines as needed	Review conditions at existing grade-separated facilities in high demand areas and prioritize improvements	Implement reviewed conditions at existing grade-separated facilities in high demand areas and prioritize improvements		Capital Investment	Evaluation
1.4	Establish criteria and set priorities for constructing bicycle facilities off road based upon			\$500,000	1,000,000	\$5,000,000	Capital Investment		

Bike Master Plan Implementation Actions

Numbering System	Objectives and associated strategies	IMPLEMENTATION LEAD	PARTNERS	ACTION MILESTONES FOR COMPLETION BY END OF			PRIMARY ACTION	ASSOCIATED ACTION TYPE	ASSOCIATED E-Team
				2012	2015	2030			
	condition, location and proximity, as well as current and future demand								
a	Create a single system to inventory, assess and track bike trails and other off road bicycle facilities.	LMPW, KIPDA	Parks	Begin with an initial set of trails that connect neighborhoods and connect to destinations such as schools, parks and shopping centers	Use children (such as scout troops, religious youth groups, PTSA's) and aerial photography to document known trails and pathways	Continue to identify and add trails to goat trail areas		Capital Investment	Evaluation
1.5	Evaluate current signal timing practices and revise, as needed, to balance bicycle crossing delay and demand with full intersection functionality			\$150,000	\$500,000	\$1,500,000	Capital Investment		
a	Evaluate and revise current signal timing practices, which focus on eliminating congestion, in balance with bicycle crossing demand and bicycle wait times as well as full intersection functionality. Initial focus should be placed on the Central Business District.	LMPW		Currently implementing the shortest cycle length to most safely and efficiently moving multimodal traffic				Policy	Engineering

Bike Master Plan Implementation Actions

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				2012	2015	2030			
	Policies								
2.1	Use existing resources to create more value for fewer dollars						Policy		Evaluation
a	Coordinate bicycle improvements with construction projects such as roadway maintenance, repaving, painting, sewer and water works, and utility corridors.	LMPW	MSD, Parks	Assess how bicycle improvements are addressed during current construction projects	Update Complete Streets Policy to ensure bicycle improvements are considered during construction projects			Policy	Evaluation
b	Require routine bicycle accommodation with off-site impacts (both new or redevelopment), and a full transportation analysis, with performance based specifications.	LMPW, LDC, PDS		Integrate into Complete Streets Policy				Policy	Evaluation
c	Systematically use Council Members' discretionary funds for bicycle facility repairs and improvements.	LMPW	Metro Council	Provide each Council Member a prioritize list of bicycle improvements	Continue to up date the prioritize list of bicycle improvements for Council Members	Continue to up date the prioritize list of bicycle improvements for Council Members		Policy	Evaluation
d	Coordinate work by the Economic Development Department, such as streetscape improvement programs and bicycle improvements.	LMPW, LDC, PDS	Economic Development	Start collaborations with Economic Development				Policy	Evaluation
2.2	Inspect and enforce right-of-way						Policy		

Bike Master Plan Implementation Actions

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				2012	2015	2030			
	encroachments								
a	Advance the work of the LMPW working group on construction closures and implement recommendations to cover the following topics: 1) improve coordination between proximate construction sites' use of the right-of-way; 2) provide timely and easily accessible web-based information on current and planned bicycle construction closures with alternate routes; 3) review bicycle facilities and street closure fees, permitted closure lengths, and permit renewal requirements; 4) maintain bicycle access during construction, including keeping the bikeable zone free of signage and equipment; and 5) ensure that inspections are timely and frequent.	LMPW, LDC, PDS		Assess current efforts	Evaluate efforts and revise as needed	Evaluate efforts and revise as needed		Policy	Engineering
2.3	Use Louisville's Compete Streets policy more fully						Policy		

Bike Master Plan Implementation Actions

Numbering System	Objectives and associated strategies	IMPLEMENTATION LEAD	PARTNERS	ACTION MILESTONES FOR COMPLETION BY END OF			PRIMARY ACTION	ASSOCIATED ACTION TYPE	ASSOCIATED E-Team
				2012	2015	2030			
a	Give the Complete Streets Manual regulatory force by incorporating relevant portions into the Land Development Code (LDC).	LMPW, LDC, PDS	MSD, Parks	Assess Complete Streets short falls	Address short falls and revise Complete Streets			Policy	Evaluation
b	Reduce the number of cases in which bicycle facilities may be eliminated by establishing clear, specific language in the LDC addressing under what circumstances facilities would not be required, taking into account all reasonable alternatives.	LMPW, LDC, PDS		Assess current cases, determine next steps				Policy	Evaluation
c	Implement the Thoroughfare Typology hierarchy system adopted as part of the Complete Streets Manual, which matches facilities with functional class, design, speed and Form Districts.	LMPW, LDC, PDS		Determine first steps to implement the Thoroughfare Typology hierarchy system				Policy	Evaluation
d	Allow Bike Louisville to oversee and coordinate multi-modal transportation review of development projects, and work with the governmental structure.	LMPW		Currently addresses through Bike Louisville				Policy	Encouragement

Bike Master Plan Implementation Actions

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				2012	2015	2030			
e	Encourage the Kentucky Transportation Cabinet (KYTC) to use the Complete Streets Policy for state roads in Louisville Metro.	LMPW, KYTC		Invite KYTC to Bike Louisville's meetings, share how other states have implemented Complete Streets on States roads				Policy	Evaluation
2.4	Create an expanded set of design standards for bicycle lanes facilities						Policy		
a	Prepare an expanded set of bicycle standards. Advance these standards through the LMPW review committee and Louisville's review committee. Publish design details in the Right-of-Way Improvements Manual.	LMPW		Determine if Complete Streets address these concerns and if not assess the gaps	Create an expanded set of bicycle facility standards			Policy	Evaluation
b	Develop specific standards for bicycle connectors between cul-de-sacs and other subdivision connections to ensure functionality and safety (size, width, fencing limitations, lights, etc.). Require full connectivity in subdivision design standards and retrofits.	LMPW, LDC, PDS		Determine if Complete Streets address these concerns and if not assess the gaps	Create an expanded set of sidewalk standards			Policy	Evaluation

Bike Master Plan Implementation Actions

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				2012	2015	2030			
c	Establish street lighting standards to: 1) discuss bicycle-oriented lighting in more detail; 2) locate light posts in such a way as to maintain a clear bicycle zone; 3) include both retrofits and new construction in lighting design standards; and 4) achieve concurrency with International Dark Sky Association "approved dark-sky friendly" standards.	LMPW, LDC, PDS		Determine if Complete Streets address these concerns and if not assess the gaps	Create an expanded set of bicycle facility standards			Policy	Evaluation
2.5	Define construction options for responsible agency to repair bicycle facilities						Policy		
a	Ensure all sections the bicycle facility are accounted for by the responsible agency.			Assess and clarify agencies bicycle facilities responsibilities	Ensure agency is maintaining and fixing their bicycle facilities	Ensure agency is maintaining and fixing their bicycle facilities		Policy	Evaluation
b	Explore public/private cost-sharing possibilities for bicycle and streetscape improvements.	LMPW, Private Utilities		Draft guidelines for partnering with adjacent property owners on frontage upgrades	Develop program for cost sharing	Evaluate and modify as needed		Program	Encouragement
2.6	Update guidelines for crossing treatments						Policy		

Bike Master Plan Implementation Actions

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				2012	2015	2030			
a	Update guidelines for installing marked bike lanes and stop bars. Update bike lane marking guidelines to address the following issues: 1) define when to mark bike lanes at all legs of an intersection or at multiple intersections in a corridor; 2) develop criteria for marking bike lanes on non-arterials outside of school zones; 3) routinely install stop bars at all intersections with marked bike lanes; and 4) establish guidelines for the placement of stop bars so that new stop bars are coordinated with existing loop detectors.	LMPW		Assess current Standards and the Traffic Manual	Update, Standard Plans, and the Traffic Manual as needed. Install stop bars at marked bike lanes as part of all new improvement projects			Policy	Engineering
2.7	Educate and Enforce "no parking" restrictions at intersection approaches						Policy		

Bike Master Plan Implementation Actions

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				2012	2015	2030			
a	Remove parking and increase enforcement of no standing or parking restrictions within 20 feet upon the approach to a intersection. Explore mechanisms other than signage to designate the restrictions in locations where signage does not currently exist. Update existing codes, as needed, to allow bicycle and scooter parking within this 20 feet zone in certain situations.	LMPW, LDC, PDS		Determine how this can be implemented as part of Louisville's Complete Streets policy	Implement as part of Louisville's Complete Streets policy, through existing parking programs and on a complaint basis from Louisville's Police Department and the public		Policy	Policy	Enforcement
2.8	Address modal conflicts that result from Complete Streets implementation						Policy		
a	Ensure that the Bike Master Plan recommendations are coordinated with implementation and update activities for other modal plans (e.g., Thoroughfare Plan, Bicycle Master Plan,) and other Metrowide strategic plans (e.g., Cornerstone 2020).	LMPW	PDS, Modal Stakeholders	Include links and references to the Bike Master Plan in the Comprehensive Plan Update, and the Transportation Strategic Plan Update				Policy	Evaluation
2.9	Use land use and zoning tools to						Policy		

Bike Master Plan Implementation Actions

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				2012	2015	2030			
	encourage and support bicycle-friendly growth and development								
a	Evaluate and consider revising Land Development Code Form District standards to promote and provide incentives for wider use of bicycle-oriented development. Prioritize review of dimensional standards for non-residential and mixed-use developments in the suburban form districts of the Land Development Code to assure that the standards address safe bicycle accessibility and promote bikeable environments.	LMPW		Evaluate current Land Development Code Form District standards to promote and provide incentives for wider use of bicycle-oriented development.	Prioritize review of dimensional standards for non-residential and mixed-use developments in the suburban form districts of the Land Development Code to assure that the standards address safe bicycle accessibility and promote bikeable environments.			Policy	Evaluation
b	Identify Cornerstone 2020 plans goals and policies that should be revised or created to support implementation of the Bike Master Plan.	LMPW		Currently address in the Bike Master Plan, update as needed				Policy	Evaluation
2.10	Integrate public spaces with adjacent businesses						Policy		

Bike Master Plan Implementation Actions

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				2012	2015	2030			
a	Develop a bike rack program for business owners to improve their bicycle parking.	LMPW, LDC, PDS	PDS	Explore business funding options for bicycle parking improvements	Develop program for improvements and criteria for program participation	Implement program and evaluate		Program	Encouragement
b	Work with parking garage owners and management companies to eliminate the "caution, vehicles exiting" warning message to focus the message on the drivers instead.	LMPW, LDC, PDS		Create a list of parking garages and start creating campaign with parking garage companies	Review campaign for warning messages and update			Program	Encouragement
2.11	Develop guidelines for car-free and shared space streets						Policy		
a	Begin to implement shared space streets, with a commitment to developing guidelines and protocols for implementation. Explore possible locations for shared-space streets through examining space allocation in the right-of-way (e.g., narrowing streets, car-free-only streets, woonerfs).	LMPW	PDS, Real Property	Develop pilot project	Implement pilot project and evaluate.	Update guidelines in Complete Streets		Program	Encouragement
b	Expand program of 2nd Sunday (car-free streets) each year. Focus on locations with strong community interest. Sustain and expand summer street	LMPW		Host 2nd Sunday, evaluate and expand into other days	Host 2nd Sunday, evaluate and expand into other days	Host 2nd Sunday, evaluate and expand into other days		Program	Encouragement

Bike Master Plan Implementation Actions

Numbering System	Objectives and associated strategies	IMPLEMENTATION LEAD	PARTNERS	ACTION MILESTONES FOR COMPLETION BY END OF			PRIMARY ACTION	ASSOCIATED ACTION TYPE	ASSOCIATED E-Team
				2012	2015	2030			
	closures in major parks.								
c	Pilot a Car-Free Weekend program, in which Louisvillians are encouraged to live car-free for an entire weekend.	LMPW		Develop program scope and test concept with various community groups	Implement Car Free Louisville weekend	Expand to Car free week		Program	Encouragement
d	Pilot a Car-Tuesday event, in which Louisvillians are encouraged to live car-free for an entire day.			Continue to support and promote this great car-free event	Continue to support and promote this great car-free event	Continue to support and promote this great car-free event			Encouragement
2.12	Coordinate transit stop and bikeway accessibility needs between Louisville and the Transit Authority of River City (TARC)						Policy		
a	Develop a program that evaluates transit stops and bikeways 1/4 mile in each direction from the stop.	LMPW, LDC, PDS	TARC	Create GIS data base of TARC stops and bikeways two blocks in each direction				Policy	Engineering
c	Coordinate with TARC on efforts to provide better service as reflected in TARC's strategic plan.	LMPW	TARC					Policy	Engineering

Bike Master Plan Implementation Actions

Numbering System	Objectives and associated strategies	IMPLEMENTATION LEAD	PARTNERS	ACTION MILESTONES FOR COMPLETION BY END OF			PRIMARY ACTION	ASSOCIATED ACTION TYPE	ASSOCIATED E-Team
				2012	2015	2030			
d	Coordinate with TARC to improve bus stop amenities such as bike racks, shelters, lighting and service information.	LMPW	TARC	Coordinate with TARC to identify lack in bus stop amenities such as bike racks, shelters, lighting and service information.	Coordinate with TARC to identify lack in bus stop amenities such as bike racks, shelters, lighting and service information.			Policy	Engineering
2.13	Create a parking strategy to encourage trip-chaining by cycling						Policy		
a	Broker joint-use parking agreements, supported by site plan review process that rewards joint-use parking elements, i.e., expedited review/permitting.	LMPW, LDC, PDS		Ongoing, Promote, Evaluate and update	Ongoing, Evaluate and update			Policy	Encouragement
b	Joint Use Parking consider when two or more uses on the same or separate properties are located along a transit route and have different peak use times.	LMPW, LDC, PDS		Ongoing, Promote, Evaluate and update	Ongoing, Evaluate and update			Policy	Encouragement
c	Establish a set aside of avoided parking construction costs for bicycle-friendly facilities.	LMPW, LDC, PDS						Policy	Encouragement
d	Use developer set asides (see item "a" above) from reduced parking requirements to pay for bicycle-friendly	LMPW, LDC, PDS						Policy	Encouragement

Bike Master Plan Implementation Actions

Numbering System	Objectives and associated strategies	IMPLEMENTATION LEAD	PARTNERS	ACTION MILESTONES FOR COMPLETION BY END OF			PRIMARY ACTION	ASSOCIATED ACTION TYPE	ASSOCIATED E-Team
				2012	2015	2030			
	facilities.								
	Programs								
3.1	Identify a long-term and sustained investment strategy to fund bicycle improvements						Program		
a	Develop a strategy to allocate a reasonable and sustainable amount of funding for bicycle improvements and maintenance, including reallocation of transportation funding to prioritize bicycles.	Council	LMPW	Funding strategy included in budget request	Report	Update		Policy	Evaluation
b	Develop a framework for resource allocation to guide investment decisions between programmatic and project delivery needs.	LMPW	PDS	Report to Council				Program	Encouragement
c	Continue to work with regional and state agencies to improve funding criteria so that non-motorized projects are competitive for as many fund sources as possible.	LMPW	KIPDA	Ongoing	Ongoing	Ongoing		Capital Investment	Engineering
d	Explore innovative funding tools for both general bicycle improvements and specific needs.	LMPW		Identify potential scenarios . Define method to assess viability of possible new fund sources	Test scenarios and develop policy draft defining preferred options	Implement policy		Program	Encouragement

Bike Master Plan Implementation Actions

Numbering System	Objectives and associated strategies	IMPLEMENTATION LEAD	PARTNERS	ACTION MILESTONES FOR COMPLETION BY END OF			PRIMARY ACTION	ASSOCIATED ACTION TYPE	ASSOCIATED E-Team
				2012	2015	2030			
3.2	Establish and implement a predictable maintenance cycle for bike lanes and signage							Program	
a	Define a maintenance cycle for bike lanes restriping to ensure that markings are clear and highly visible to drivers and bicycles. Identify maintenance cycles appropriate to levels of intersection use for metro maintenance, as well as guidance for utility or other private development work. Revise internal tracking and communication tools to reflect changes.	LMPW, KIPDA		Establish internal policy guidance to define hierarchy of cycles for high, medium, and low priority intersections. Update GIS to indicate locations	Revise maintenance request forms, the Pavement Opening and Restoration Rules, and the LMPW Asset Management Status and Condition reports to encourage consistent application			Program	Engineering
3.3	Implement and evaluate enhancement and enforcement programs			40,000	60,000	180,000	Program		
a	Continue to fund and implement bicyclist emphasis patrols (e.g., targeted campaigns). Identify appropriate locations for focused enforcement efforts, including in the high	LMPD	LMPW, KIPDA	Continue "Yellow Card" campaigns and track performance measures				Program	Enforcement

Bike Master Plan Implementation Actions

Numbering System	Objectives and associated strategies	IMPLEMENTATION LEAD	PARTNERS	ACTION MILESTONES FOR COMPLETION BY END OF			PRIMARY ACTION	ASSOCIATED ACTION TYPE	ASSOCIATED E-Team
				2012	2015	2030			
	priority areas identified in the plan. Evaluate the effectiveness of jaybicycling citations on improving bicycle safety.								
b	Develop a pilot program to measure the success of existing enforcement and engineering efforts at intersections.	LMPD	LMDPHW, LMPW, KIPDA	Research and create a working group to create a pilot program	Create the pilot program and implement program. Evaluate and update program			Program	Enforcement
c	Develop an aggressive Enforcement Program that includes zero tolerance penalties for speeding in a school zone and parking in bike lanes.	PARC, LMPD	LMPW, LDC, PDS	Develop the campaign and track performance measures. Expand the Neighborhood Speed Reduction Program to include street-level changes, business and resident involvement and enforcement.	Create the pilot program and implement program. Evaluate and update program			Program	Enforcement
d	Evaluate current bike/vehicle crash laws and determine if a vulnerable road user law is needed.	LMPD		Evaluate current bike/vehicle crash laws and determine if a vulnerable road user law is needed.				Program	Enforcement

Bike Master Plan Implementation Actions

Numbering System	Objectives and associated strategies	IMPLEMENTATION LEAD	PARTNERS	ACTION MILESTONES FOR COMPLETION BY END OF			PRIMARY ACTION	ASSOCIATED ACTION TYPE	ASSOCIATED E-Team
				2012	2015	2030			
3.5	Advance a social marketing campaign to promote bicycling			\$150,000	\$400,000	\$1,200,000	Program		
a	Design and implement a bicycle safety education campaign that targets drivers and bicycles.	Mayor's Office	LMDPHW, LMPW, KIPDA, TRIMARC	Move from Branding Street Sense to creating targeted campaigns	Evaluate and update the campaign to ensure it reaches its target audience	Evaluate and update the campaign to ensure it reaches its target audience		Program	Education
b	Retain a marketing consultant to develop a social marketing program to promote bicycling. Focus on the role of bicycling in promoting health (e.g., the health impacts of short trips), bicycling as a cost-saving approach (e.g., save money on gas), bicycling as a conservation measure (e.g., improve the environment), and the impact of bicycling on community building (e.g., meet your neighbors). Evaluate the effectiveness of the campaign.	Mayor's Office	LMDPHW, LMPW, KIPDA, TRIMARC	Ongoing through Street Sense	Evaluate and update the campaign to ensure it reaches its target audience	Evaluate and update the campaign to ensure it reaches its target audience		Program	Education

Bike Master Plan Implementation Actions

Numbering System	Objectives and associated strategies	IMPLEMENTATION LEAD	PARTNERS	ACTION MILESTONES FOR COMPLETION BY END OF			PRIMARY ACTION	ASSOCIATED ACTION TYPE	ASSOCIATED E-Team
				2012	2015	2030			
c	Use public service announcement traffic reports to provide bicycling information such as: remind drivers that “bicycles are everywhere”, announce “good” intersections, advise bicycle network detours due to construction or special events.	Mayor's Office	LMDPHW, LMPW, KIPDA, TRIMARC	Ongoing through Street Sense	Evaluate and update the campaign to ensure it reaches its target audience	Evaluate and update the campaign to ensure it reaches its target audience		Program	Education
d	Publicize the number of bicycle-vehicle crashes.	Mayor's Office	LMDPHW, LMPW, KIPDA, TRIMARC	Collect and assess current crash data to better target the SS campaigns	Collect and assess current crash data to better target the Street Sense campaigns	Collect and assess current crash data to better target the Street Sense campaigns		Program	Education
e	Share marketing techniques and approaches to effectively promote services, programs, and facilities that support bicycling	Mayor's Office	LMDPHW, LMPW, KIPDA, TRIMARC	Connect promotion of bicycling with metro wide sustainability initiatives (e.g., Go Green) and develop additional events that promote bicycling.				Program	Education
f	Develop an effective encouragement program that includes family safety audits, crossing guards at targeted intersections, community policing and neighborhood watch	LMDPHW, LMPW	LMDPHW, LMPW, KIPDA, TRIMARC	Research successful programs and determine how to implement a similar program in Louisville	Implement, evaluate and update			Program	Encouragement

Bike Master Plan Implementation Actions

Numbering System	Objectives and associated strategies	IMPLEMENTATION LEAD	PARTNERS	ACTION MILESTONES FOR COMPLETION BY END OF			PRIMARY ACTION	ASSOCIATED ACTION TYPE	ASSOCIATED E-Team
				2012	2015	2030			
	activities during bicycling to/from school times, and information about SRTS for those involved in designing environments in which children walk or bicycle to school.								
g	Explore partnerships with private organizations to fund incentive programs and events that encourage bicycling.	LMDPHW	Parks, LMPW	Hold forum to discuss ideas with business groups and local bicycling groups	Implement new programs	Evaluate program		Program	Encouragement
3.6	Create or expand programs that promote the benefits of bicycling			\$20,000	\$40,000	\$70,000	Program		
a	Expand programs that promote bicycling for physical and mental health.	LMDPHW, LMPW, PARKS	KIPDA	Create a list of bicycling events Louisville hosts (Bike To Work Day, bike valet parking and Mayor's Hike and Bikes)				Program	Encouragement
b	Create more Car-free neighborhood guides such as the guide for the Clifton Neighborhood.	LMDPHW, LMPW, KIPDA		Create a list of communities and car-free guides	Continue the program and update			Program	Encouragement

Bike Master Plan Implementation Actions

Numbering System	Objectives and associated strategies	IMPLEMENTATION LEAD	PARTNERS	ACTION MILESTONES FOR COMPLETION BY END OF			PRIMARY ACTION	ASSOCIATED ACTION TYPE	ASSOCIATED E-Team
				2012	2015	2030			
c	Expand auto trip reduction programs to encourage more people to travel by means other than the private automobile (including by bicycling). Increase the number of people participating in a Metro-sponsored commute trip reduction program each year.	TARC	LYMPH, LMPW, KIPDA	Research successful programs and team up with worksites to implement programs	Continue the program and update			Program	Encouragement
d	Explore the possibility of a "Ride Free" day (or other lower cost promotional activities) on all local and regional transit to encourage people to bicycle and take transit instead of driving.	TARC	LYMPH, LMPW, KIPDA	Research successful programs and develop a similar program	Continue the program and update			Program	Encouragement
e	Bike To Work Day, Week and Month	LMDPHW		Research successful programs and develop a similar program	Continue the program and update			Program	Encouragement
f	Encourage employer-based programs that offer incentives to bicycle and use transit with disincentives to drive.	LMDPHW	KMOM	Collaborate with worksite wellness departments and Kentucky Metro on the Move to promote employee wellness through bicycling	Continue the program and update			Program	Encouragement

Bike Master Plan Implementation Actions

Numbering System	Objectives and associated strategies	IMPLEMENTATION LEAD	PARTNERS	ACTION MILESTONES FOR COMPLETION BY END OF			PRIMARY ACTION	ASSOCIATED ACTION TYPE	ASSOCIATED E-Team
				2012	2015	2030			
g	Offering employees a choice between bus passes and free parking.	TARC	LMPW	Determine a sustainable business model for this program	Continue the program and update			Program	Encouragement
h	Continue to promote Louisville as a bicycle friendly at the national, regional and local level.	LMDPHW, PDS, LMPW, KIPDA		Work towards improving Louisville's place in the League of American Bicyclist Friendly Cities ranking as a bike friendly city.	Continue the program and update			Program	Encouragement
i	Continue neighborhood walkability assessments for neighborhoods, incorporating assessment information into the inventory.	PDS, LMDPHW	LMPW, KIPDA	Ongoing , continue to promote and share results	Ongoing , continue to promote and share results	Ongoing , continue to promote and share results		Program	Encouragement
j	Develop criteria and review process for comment based on physical activity and environmental impacts of all new projects. Use existing processes as models for Louisville, such as Decatur, Georgia.	LMDPHW		Collaborate with the Department of Public Health and Wellness to develop criteria	Ongoing , continue to promote and share results			Policy	Encouragement
3.7	Increase school-specific bicycle programs			\$400,000	\$800,000	\$2,400,000			

Bike Master Plan Implementation Actions

Numbering System	Objectives and associated strategies	IMPLEMENTATION LEAD	PARTNERS	ACTION MILESTONES FOR COMPLETION BY END OF			PRIMARY ACTION	ASSOCIATED ACTION TYPE	ASSOCIATED E-Team
				2012	2015	2030			
a	Create a Safe Routes to School program and team to evaluate engineering needs at all Louisville Metro schools and apply for SRTS funding.	JCPS, LMPW, KIPDA	KYTC, KIPDA	Maintain and expand funding for infrastructure improvements through the Safe Routes to School Program. Continue funding two (2) schools per year and explore opportunities to expand this to additional schools.				Program	Evaluation
b	Explore partnerships with private schools to expand Safe Routes to School Program to these schools.	Parks, LMPW, KIPDA, LMDPHW	KYTC, Private Schools	Scope the programs to identify components and partners	Establish working group to scope Safe Routes to School Program for private schools	Expand Safe Routes Program to private schools		Program	Encouragement
c	Develop Safe Routes to Transit and Safe Routes to Parks programs, including infrastructure improvements (e.g., bikeways, signs) and safety education for various user groups.	TARC, PARKS	LMPW, LMDPHW	Scope the programs to identify components and partners	Implement and evaluate programs	Expand safe routes to transit and parks		Program	Evaluation
d	Develop a strong safety education program that includes videos for kids, mandatory street-crossing education and bicycle education programs as part of the physical	JSCP, LMDPHW	LMPW, KIPDA	Create videos and implement in schools	Update and continue program			Program	Education

Bike Master Plan Implementation Actions

Numbering System	Objectives and associated strategies	IMPLEMENTATION LEAD	PARTNERS	ACTION MILESTONES FOR COMPLETION BY END OF			PRIMARY ACTION	ASSOCIATED ACTION TYPE	ASSOCIATED E-Team
				2012	2015	2030			
	education/practical living curriculum.								
3.8	Create materials to communicate general travel and right-of-way information			\$5,000	\$8,000	\$32,000	Program		
a	Add bicycling routes to My Neighborhood Maps site.			Add bicycling routes to My Neighborhood Maps site				Program	Encouragement
b	Expand bicycle way finding efforts Metro wide, to include maps, signage in the right-of-way, and web-based tools. Focus way finding at transit stops, to encourage coordination of bicycling and transit trips.	Parks, LMPW, KIPDA	LMDPHW	Develop way finding team to coordinate a comprehensive approach for Metro way finding, including efforts between bicycle and bicycle way finding	Install way finding kiosks and signs in Louisville's neighborhoods	Evaluate way finding design standards and update as needed		Program	Encouragement
c	Expand mapping to support bicycles through the following steps: 1) Develop bicycling maps for all Louisville neighborhoods; 2) Compile existing	Parks, LMPW, KIPDA	LMDPHW	Create "master" recreational bicycling map of existing bike routes and City trails	Develop internet-based bicycling map standards.	Develop and update maps		Program	Encouragement

Bike Master Plan Implementation Actions

Numbering System	Objectives and associated strategies	IMPLEMENTATION LEAD	PARTNERS	ACTION MILESTONES FOR COMPLETION BY END OF			PRIMARY ACTION	ASSOCIATED ACTION TYPE	ASSOCIATED E-Team
				2012	2015	2030			
	neighborhood bicycling maps to create a "master" bicycling map for Louisville 3) Develop thematic bicycling maps/routes for Louisville (e.g., on road and off road bicycling facilities).								
d	Collaborate with Metro and TARC to improve bicycle connections to destinations through on-board destination/way finding guides, stop announcements linked to destinations, flexible routing for events, and better marketing of services and destinations.	TARC, Parks, LMPW, KIPDA	LMDPHW	Define specific actions	Begin program implementation	Evaluate and update as needed		Program	Encouragement
3.9	Use social networking to communicate project information in a timely and efficient manner			\$15,000	\$20,000	\$100,000	Program		
a	Communicate project information to those affected in a timely and efficient manner through development of neighborhood listservs and/or partnerships with local blogs.	LMPW, KIPDA	CART	Launch interactive website and evaluate use	Develop LMPW standard communication protocol	Evaluate and update as needed		Program	Encouragement
b	Simplify Louisville's online resources to	LMPW, KIPDA	LMDPHW	Online tools upgrades	Update online tools	Evaluate online tools	Program		Encouragement

Bike Master Plan Implementation Actions

Numbering System	Objectives and associated strategies	IMPLEMENTATION LEAD	PARTNERS	ACTION MILESTONES FOR COMPLETION BY END OF			PRIMARY ACTION	ASSOCIATED ACTION TYPE	ASSOCIATED E-Team
				2012	2015	2030			
	improve usability, accessibility, navigability, and coordination.			identified					
c	Create a web-based community toolbox to fully engage residents in contributing to an on-going assessment of the bicycle network. Residents could use the toolbox for information-sharing and reporting, i.e., report repairs, identify “good” bicycling facilities, etc. Louisville could use the toolbox to communicate with the community on issues such as bike lane construction or closures. Montgomery County, Maryland’s web-based program allows residents to track development projects can serve as a model. Additionally, the Maryland Department of Transportation is using Google maps in developing a statewide trails network.	LMPW, KIPDA	LMDPHW	Create web-based toolbox	Update	Update		Program	Encouragement

Bike Master Plan Implementation Actions

Numbering System	Objectives and associated strategies	IMPLEMENTATION LEAD	PARTNERS	ACTION MILESTONES FOR COMPLETION BY END OF			PRIMARY ACTION	ASSOCIATED ACTION TYPE	ASSOCIATED E-Team
				2012	2015	2030			
3.10	Develop and launch training modules for Louisville Metro staff			\$15,000	\$30,000	\$90,000	Program		
a	Develop and launch training modules for Metro staff, including topics such as: implementation of recommendations from the bicycle Master Plan; project conceptualization, design, and construction (as multiple programs build bicycle facilities); accessibility needs of people with disabilities (training for all LMPW employees who participate in the planning, design, and construction of bicycle facilities); bicycle-appropriate intersection and crosswalk lighting schema (provided by Lighting Design Lab); and alternative sidewalk standards and maintenance requirements.	LMPW	KIPDA	Develop training modules	Implement training modules	Evaluate and revise training modules		Program	Education

Bike Master Plan Implementation Actions

Numbering System	Objectives and associated strategies	IMPLEMENTATION LEAD	PARTNERS	ACTION MILESTONES FOR COMPLETION BY END OF			PRIMARY ACTION	ASSOCIATED ACTION TYPE	ASSOCIATED E-Team
				2012	2015	2030			
b	Improve regional coordination around bicycle issues through training modules.	LMPW	KIPDA	Invite to participate in Bike Louisville meetings	Invite to participate in Step Up Louisville bicycle meetings	Invite to participate in Step Up Louisville bicycle meetings		Program	Education
3.11	Establish better communication and coordination among staff and departments working on related issues						Program		
a	Establish Bike Louisville partnerships to encourage bicycling, and transit use through coordination for these modes (e.g., prioritize bicycle access to stops and services when planning for transit service/route changes).			Bike Louisville	Bike Louisville	Bike Louisville		Program	Encouragement
3.12	Revise and update the plan, its data module, and the project list regularly						Program		
a	Revise and update the bicycle Master Plan every five years.				Plan update	plan update		Program	Evaluation
b	Update the Plan's data module and project list annually (with a significant data update anticipated when 2010 Census data is available).			Integrate new census data into data model	Continue updates	Continue updates		Program	Evaluation

Bike Master Plan Implementation Actions

Numbering System	Objectives and associated strategies	IMPLEMENTATION LEAD	PARTNERS	ACTION MILESTONES FOR COMPLETION BY END OF			PRIMARY ACTION	ASSOCIATED ACTION TYPE	ASSOCIATED E-Team
				2012	2015	2030			
c	Develop and distribute geocoded capital projects list so that all departments have timely information about Metro projects to facilitate internal coordination and leveraging opportunities.			Determine appropriate forum for collecting and distributing information	Distribute lists yearly	Distribute lists yearly		Program	Encouragement
d	Evaluate data collection and management processes/needs to determine appropriate data for use in tracking success of plan and identifying future improvements.			Evaluate data collection and data needs	Upgrade or revise data collection procedures	Evaluate and update		Program	Evaluation
e	Maintain and update inventories of assets (e.g., the Bicycle System Network), including capture of capital projects.			Develop data collection approach for private installations and capital projects	Update	Update		Program	Evaluation
f	Track and report on plan performance measures.			Develop and launch a "dashboard" portal for reporting key indicators of success in the Bike Master Plan, focusing on specific, measureable goals and the progress made	Continue to track	Continue to track		Program	Evaluation

Bike Master Plan Implementation Actions

Numbering System	Objectives and associated strategies	IMPLEMENTATION LEAD	PARTNERS	ACTION MILESTONES FOR COMPLETION BY END OF			PRIMARY ACTION	ASSOCIATED ACTION TYPE	ASSOCIATED E-Team
				2012	2015	2030			
				toward meeting those goals.					
g	Coordinate stewardship of the Bike Master Plan with Bike Louisville. Ensure that necessary training is provided to assist Bike Louisville in this role.			Train Step Up Louisville yearly on stewardship and outreach. Work with Mayor's Office and Council to review Board membership to address community and users	Train Step Up Louisville yearly on stewardship and outreach	Train Step Up Louisville yearly on stewardship and outreach		Program	Education
e	Submission of projects/programs	LMPW, KIPDA, TIP		Submission of projects/programs to KIPDA annually for inclusion in the KIPDA Metropolitan Transportation Plan and TIP				Program	Evaluation
f	Coordinate the transmission of Bike Master Plan data to a public interface for use by LMPW to provide readily available project information during the permitting and inspection processes.	LMPW	ILP	Hold inter-departmental and inter-agency training sessions	Ongoing	Ongoing		Program	Encouragement

Bike Master Plan Implementation Actions

Numbering System	Objectives and associated strategies	IMPLEMENTATION LEAD	PARTNERS	ACTION MILESTONES FOR COMPLETION BY END OF			PRIMARY ACTION	ASSOCIATED ACTION TYPE	ASSOCIATED E-Team
				2012	2015	2030			
3.13	Increase opportunities for driver education about bicycles			\$10,000	\$20,000	\$50,000		Program	
a	Education/re-education as part of driver's license renewal. Change process to get license, e.g. on test; include bicycles or bicyclists as part of driving test. Conduct on-going educational process about changes. For example, show a video on bicycle safety at DMV offices. Reduce car insurance to reflect this.	LMPW, KIPDA	Driving Schools	Contact driver education schools and partner to integrate bicycle safety curriculum	Evaluate and expand to other schools	Expand to other schools		Program	Education
b	Advocate for cell phone free areas for drivers and bicycles.	LMDPHW, LMPD	LMPW, KIPDA					Program	Education
3.14	Increase opportunities for bicyclist education			\$15,000	\$30,000	\$90,000	Program	Program	

Bike Master Plan Implementation Actions

Numbering System	Objectives and associated strategies	IMPLEMENTATION LEAD	PARTNERS	ACTION MILESTONES FOR COMPLETION BY END OF			PRIMARY ACTION	ASSOCIATED ACTION TYPE	ASSOCIATED E-Team
				2012	2015	2030			
	Provide bicycle education classes			Contact the Louisville Bike Club, Bicycling for Louisville and other organizations to offer League of American Bicyclist or other bicycle education classes				Program	Education
3.15	Evaluate bicycle crash data as part inventory and assessment.						Program		
a	Collect bicycle crash data.	LMPD	LMPW, LMDPHW	Create an annual longitudinal graph of bicycle crash data				Program	Evaluation
b	Assess bicycle crash data.	LMPD	LMPW, LMDPHW	Determine crash trend and use information to improve projects, policy's and programs				Program	Evaluation
Totals (USD)					\$5,820,000	\$16,908,000	\$80,712,000		

Bike Master Plan Implementation Actions

Numbering System	Objectives and associated strategies	IMPLEMENTATION LEAD	PARTNERS	ACTION MILESTONES FOR COMPLETION BY END OF			PRIMARY ACTION	ASSOCIATED ACTION TYPE	ASSOCIATED E-Team
				2012	2015	2030			
	Legend								
	Metro Public Works	LMPW							
	Louisville Metro Police Department	LMPD							
	Louisville Metro Department of Public Health and Wellness	LMDPHW							
	Kentuckiana Regional Planning & Development Agency	KIPDA							
	Louisville Inspections Permits	IPL							
	Kentucky Transportation Cabinet	KYTC							
	Jefferson County Public Schools	JCPS							
	Parking Authority of River City	PARC							
	Coalition for the Advancement of Regional Transportation	CART							
	Intelligent Transportation Systems (ITS)	TRIMARC							
	Planning & Design Services	PDS							

As described in Chapter 1, this Master Plan sets forward two primary goals:

1. **To increase bicycling activity throughout all parts of Louisville by making it a fun, comfortable and accessible mode of travel between 2010 and 2030;**
2. **To simultaneously reduce the number of cyclists killed and injured in crashes with motor vehicles.**

The objectives and recommendations in Chapter 3 are designed to achieve these goals. In order to measure progress over time, this chapter sets forward two performance measures that will help MPW staff, elected officials and citizens to determine if implementation activities are having the desired effect. The two performance measures are provided below in Table 4.3:

Table 4.3 Performance Measures	Data Item	Baseline Measurement	Performance Target	Data Collection Frequency
Performance Measure #1	Number of people bicycling	Household Travel Surveys, Census Data	Measureable increase annually through 2030	Every year
Performance Measure #2	Number of reported bicycle deaths and injuries metro wide	2004-2009 average for fatalities and injuries	Reduce bicyclists deaths and injuries by 5%, every year, adjusting for exposure	Annually, with a rolling three year average

Performance monitoring will be led by MPW, Pedestrian and Bicycle Program with support from the MPW, Policy and Planning Administration. The Bike Master Plan Cost Estimate and Implementation Matrix provides a general timeframe for achieving the recommendations per Chapter 3.

